

Express!

phantom of the desert was gone before we could get our heads out of the window. But now we were expecting one along every moment and would see him in broad daylight. Presently the driver exclaims:

"Here he comes!"

Every neck is stretched farther and every eye strained wider. Away across the endless dead level of the prairie a black speck appears against the sky, and it is plain that it moves.

Well, I should think so! In a second or two it becomes a horse and rider, rising and falling, rising and falling — sweeping toward us nearer and nearer — growing more and more distinct, more and more sharply defined — nearer and still nearer, and the flutter of the hoofs comes faintly to the ear — another instant a whoop and a hurrah from our upper deck, a wave of the driver's hand but no reply, and man and horse burst past our excited faces and go swinging away like a belated fragment of a storm!

So sudden is it all and so like a flash of unreal fancy that, but for the flake of white foam left quivering and perishing on a mail sack after the vision had flashed by, we might have doubted whether we had seen any actual horse and man at all.

— The End



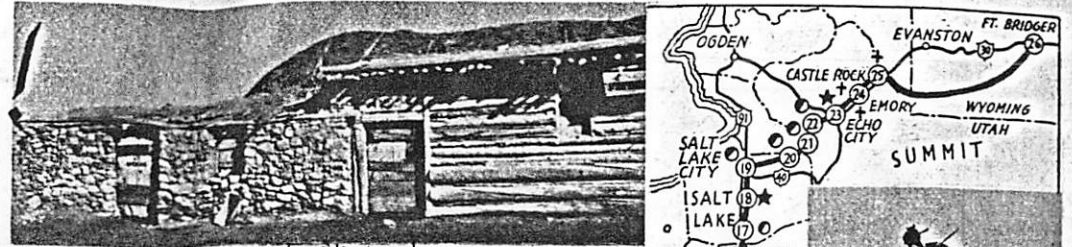
Illustrated by Ed Vebell

A THRILL FOR MARK TWAIN: "Every neck is stretched farther, every eye strained wider"

The Mail Goes Through!

Meanwhile, railroad talk resolved itself into survey, construction. Eventually rails were laid, trains were run. Mail express, passengers, freight movements were modernized. The stage coach was on its way out. Progress was coming down on the west; the old gave way to the new.

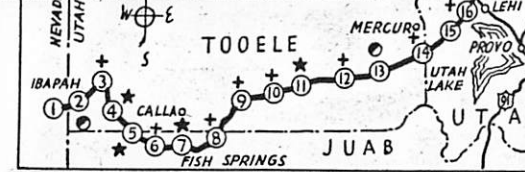
Romance and adventure of west are glorified in exploits of the Pony Express men. From rider to rider, they sped with their cargo. Danger, nor weather, could halt course.



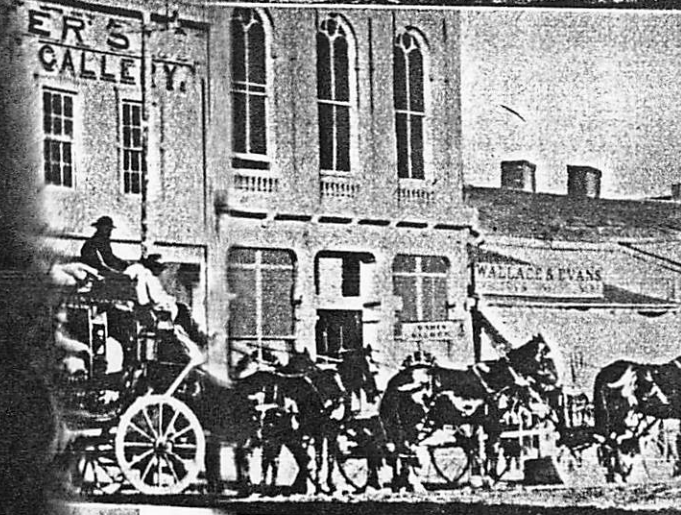
One of the mails local post office. Got news here.



Salt Lake house, site of Tribune, riders' headquarters. Big names on register.



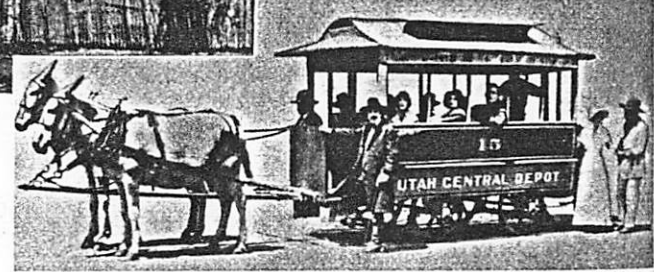
Here is how civilization closed in on wild west! It's only a barn on the left, but it's the end of a journey, the beginning of another one. Progress was slow, but relentless. Men and horses were an unbeatable team in conquering western hazards.



Wells-Fargo wagons also played part in hauling mails.



Modern touch, in olden days. Mule cars arrived. Forerunner of the trolley car.



Western movie thrillers were born here. Stage coaches, bandits, holdups, heroes—all were part of early life of Wells-Fargo.



News and social gestures moved slowly in those days. Nevertheless, east and west were linked.

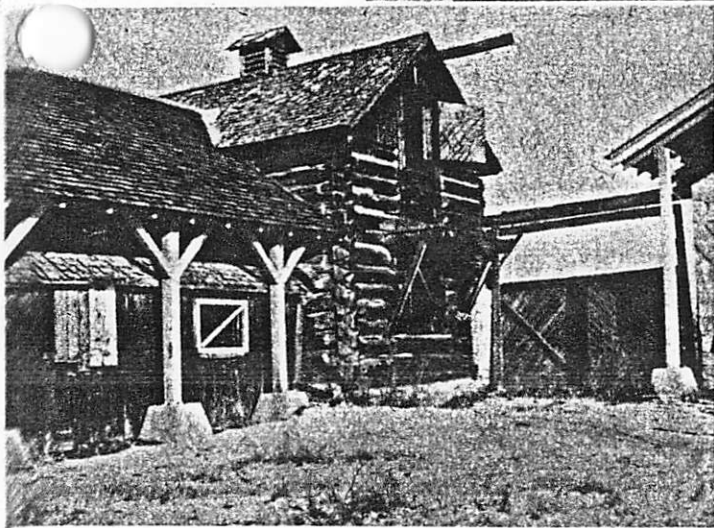
THE PRODUCERS of Aberdeen share with you a pride of achievement as Utah enters its second Hundred Years. This Centennial Year is only a way station on our continuing road of growth and development.

Aberdeen is typical of the products upon which much of our future progress depends. For this fuel performs

graphic communication. Reasoned, however, that wires could not carry express, passengers. Wells, Fargo & Co. went on, became a household word in the western picture.

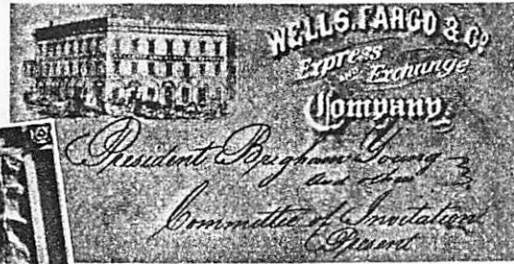
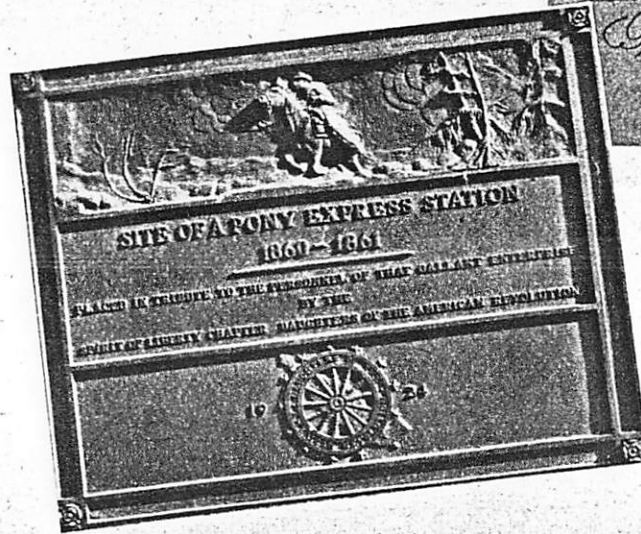


played part in hauling mails.



Pony Express station at Fort Bridger, reconstructed for preservation in the modern scene, still carries atmosphere of the early days. Intimately associated with western history, the stable and gate hold the interest of visitors.

Western movie thrillers were born here. Stage coaches, bandits, holdups, heroes—all were part of early life of Wells-Fargo.



News and social gestures moved slowly in those days. Nevertheless, east and west were linked as one nation. Plaque on Tribune-Telegram building commemorates colorful epoch in days of the old west. Daughters of American Revolution offer this tribute. Other monuments dot the trail traveled by the riders.

OSTLER'S CHOCOLATES ARE FAVORITES WITH EVERYONE!

In every pound of Ostler's Chocolates is fifty-three years candy making experience . . . a skill which has made it possible for Harry Ostler to produce delicious prize winning chocolates.

Twenty-one consecutive prizes have been awarded Paradise Chocolates. You, too, will give them your vote after tasting their wonderful, luscious flavor, which is rich and wholesome.

Ostler's Chocolates are favorites with both young and old. Try them, you'll enjoy candy perfection.



HARRY OSTLER



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Here is abundant reserve fo needs . . . a resource impo the well-being of all of us. this second Hundred Years, Al will continue to pour forth it dance of heat and power.

Independent and Coke Com



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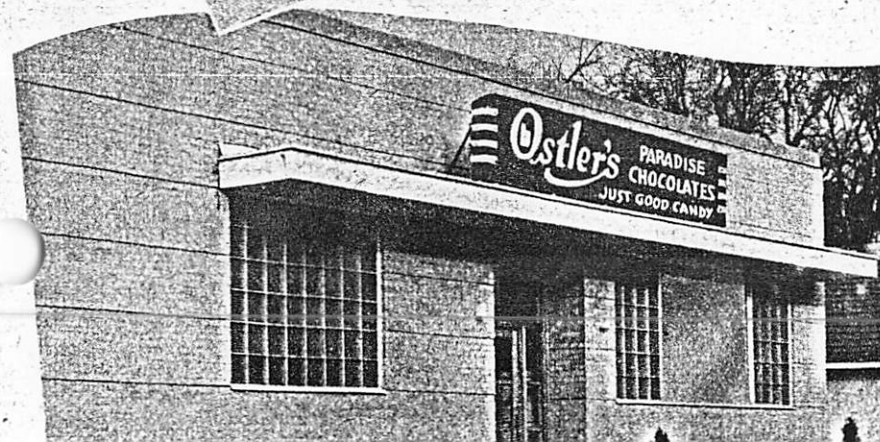
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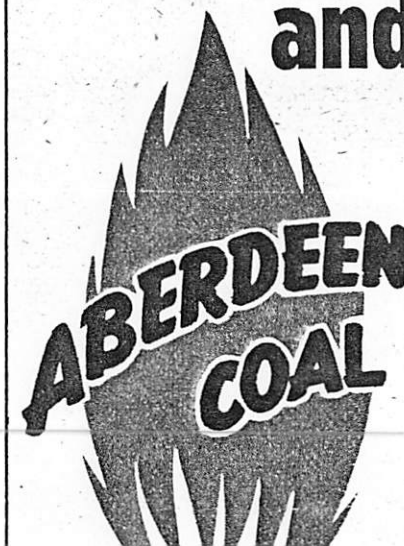
HARRY OSTLER
President of the
Ostler Candy Co.



upon which much of our progress depends. For this fuel performs many tasks. In addition to producing thousands of Western horsepower, it turns the wheels of industry, produces electricity for light and heat, moves railroad freight and passenger trains, heats stores and buildings, and powers factories.

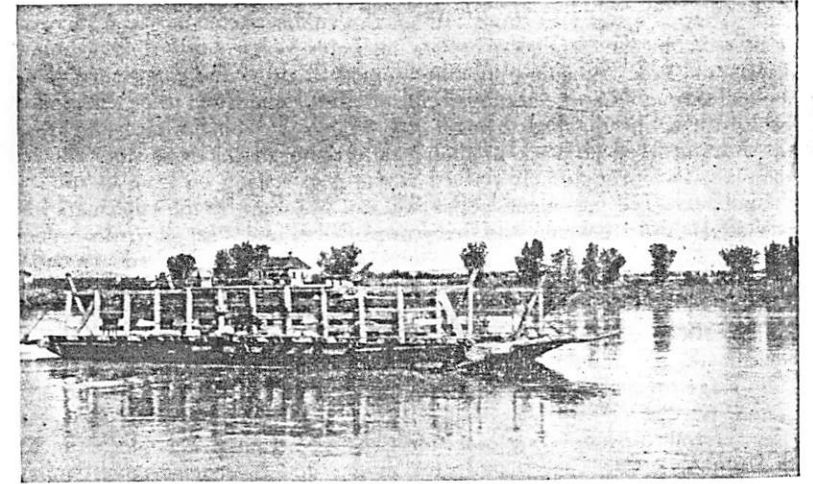
Here is abundant reserve of power to meet our needs . . . a resource in the well-being of all of us. In this second Hundred Years, our industry will continue to pour forth the abundance of heat and power.

Independent and Coke Co.



The first ferry boat at Green River was sawed out of cottonwood trees, and put together with wooden pins. It was lost during a flood caused by an ice jam, which loosened the cables at the east bank of the river and washed the boat down stream, and it was never recovered. Ferry boats were operated from then on until the first steel bridge was completed in 1911.

Some of the first settlers came to Ashley valley by the traditional ox team, others with mule and horse-drawn vehicles over roads that were scarcely more than trails, fording the rushing creeks and rivers, and taking three weeks for a journey which is now accomplished in three hours.



The Old Jensen Ferry

The winter of 1879-80 is still known to residents of Ashley valley as the "Hard Winter," for the crops had been scant that fall, the snow was deep, making range feed scarce for the cattle. By February everyone was out of flour, so Teancum Taylor and Lew Brown started for Heber City with 14 head of horses and a wagon, with oats enough to feed the horses, which Mr. Taylor had raised. They left the wagon at Currant Creek, and as the snow was 10 feet deep through Strawberry valley they cached oats at various places along the way to feed the horses on the return trip. At Heber they bought 2800 pounds of flour, packed each horse with 200 pounds—the men walked and drove the horses. Mr. Brown gave out and had to be put on top the pack of one horse before they reached the wagon, which took them five days. They were heartily welcomed by the half-starved people in Ashley, who ate up the 2800 pounds by March.—*Crystal P. Lewis.*